

SPECIFICATION

Replace the section Brief Description of the Drawings on page 3 as follows:

Brief Description of the Drawings

Figure 1 is a right side perspective view of one embodiment of the isolation unit constructed according to one embodiment of the present invention;

Figure 2 is a left side perspective view of one embodiment of the isolation unit constructed according to one embodiment of the present invention;

Figure 3 is another right side perspective view of one embodiment of the isolation unit with the exterior doors open constructed according to one embodiment of the present invention;

Figure 4 is a right side view of the first wall in an angled orientation according to one embodiment of the present invention;

Figure 5 is a schematic view illustrating the member attached to the first wall according to one embodiment of the present invention;

Figure 6 is a right side view of the first wall in an upright orientation according to one embodiment of the present invention;

Figure 7 is a side view of the unit positioned within a vehicle according to one embodiment of the present invention; [[and]]

Figure 8 is an exploded view of one embodiment of the present invention[.]; and

Figure 9 is a side view of one embodiment of the isolation unit constructed according to one embodiment of the present invention.

Replace the paragraph beginning on page 5, line 8 as follows:

Interior walls are positioned within the exterior wall 12 and separate the unit 10 into compartments ~~[[31]]~~ 30. The interior walls may be positioned to abut against the exterior wall 12, and other interior walls, or may be sized to have a gap therebetween. The gaps are minimal in size and prevent an inmate from injuriously contacting another inmate in an adjoining compartment 19. The terms "divides", "separates", "extends across" "extends between" and the like are used to describe the position and function of forming the compartments 19 within the exterior wall 12.

Replace the paragraph beginning on page 5, line 16 as follows:

A first wall 32 separates the interior space into a first and second section. In one embodiment, first wall 32 separates the unit 10 into a front section and a back section. As illustrated in Figure 4, first wall 32 is pivotally connected within the unit 10 and movable between upright and angled orientations. Figures 3 and 4 illustrate the first wall 32 in the angled orientation. Figures 1 and 2 illustrate the first wall 32 in the upright orientation. Moving the first wall 32 to the angled orientation facilitates inmate movement within the rear compartments 50, 60, 70 as will be explained in detail below. In another embodiment (not illustrated), first wall 32 slides within the unit 10 to adjust the position relative to the exterior wall 12. Various other manners of movement may

also be used. First wall 32 includes a lock to fix the position. In one embodiment, extension ~~[[83]]~~ 93 positioned at the upper edge mount within receptacles in the top piece 110 to lock the first wall 32 in the upright position. The same lock, or different locks may also be used for locking the first wall 32 in the angled position.

Replace the paragraph beginning on page 9, line 15 as follows:

Figure 7 illustrates the unit 10 mounted within a vehicle 100. The unit 10 may be sized to fit within the dimensions of a standard passenger vehicle, such as a cargo van. The unit 10 fits within the confines of the vehicle cargo area. One type of vehicle in which the unit 10 can be mounted is a Chevrolet Express Series 2500 and 3500. Further, the exterior doors 20 may align with side doors on the vehicle providing for straight-forward loading and unloading of the inmates. The unit 10 may further be arranged within the vehicle 100 with an exterior door aligned with a rear vehicle door. The specific installment of the unit 10 within the vehicle is dictated by the vehicle dimensions, and the requirements of the correctional facility. In one embodiment, the center of gravity of the unit 10 is positioned forward of the vehicle rear axle ~~[[110]]~~ 112 to reduce the chances of a vehicle rollover.